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OKC 5006  
Copy 1 of 4

13 AUG 1963

MEMORANDUM FOR: Assistant Director, OSA  
SUBJECT: A-12 Pilot Requirements

1. This memorandum contains a recommendation for the approval of the Assistant Director, OSA. Such recommendation is contained in paragraph 7.

2. There are presently nine A-12 pilots "on board" against the original requirement of ten. In view of the long lead time required to identify and process A-12 pilot nominees, the adequacy of nine A-12 pilots to support presently envisioned mission requirements should be re-examined.

3. Assumption/Planning Factors:

a. The number of pilots selected must be that number required to support the operational phase after expected pilot attrition during the pre-operational phase.

b. Three A-12 pilot trainees will be lost during the pre-operational phase due to aircraft accident, training deficiency, or change of heart regarding program participation.

c. One A-12 pilot will be DNF or otherwise not available for flying at any given time during the operational phase.

d. While simultaneous operational missions from [redacted] and a forward base are not planned, it will be necessary to insure a pilot capability for test hops, mission equipment shakdowns, ferry flights, etc., during a staging operation.

e. The capability to mount an operational mission from [redacted] on consecutive days must be established.

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f. An air or ground spare A-12 will be required for all operational missions.

g. A back-up A-12 pilot to the primary and spare A-12 pilot will be required.

h. Due to crew control requirements, neither the primary, spare or back-up A-12 pilot will be scheduled for operational missions on consecutive days.

#### 4. Minimum Number of A-12 Pilots Required:

1 A-12 Pilot	Primary first day
1 A-12 Pilot	Spare first day
1 A-12 Pilot	Back-up first day
1 A-12 Pilot	Primary second day
1 A-12 Pilot	Spare second day
1 A-12 Pilot	Back-up second day
<u>1</u> A-12 Pilot	DNIF, etc.
7 A-12 Pilots	Required for operational phase
7 A-12 Pilots	Required for operational phase
<u>3</u> A-12 Pilots	Lost due attrition
10 A-12 Pilots	Required for training phase

5. The above arithmetic tends to support the original requirement for ten pilots to enter A-12 aircraft flying training. Obviously, however, the validity of the planning assumptions and factors is debatable. Gross error in assumed A-12 pilot requirements could be experienced. Rather than risk compromising the ultimate operational capability due to the lack of A-12 pilots, it would appear prudent to take initial steps to establish an A-12 pilot nominee pool. A-12 pilot nominees would be processed

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to the point of recruitment (security, physical, psychological assessments). At that time, a re-evaluation of the over-all A-12 pilot requirements should be undertaken and further recruitment initiated as deemed necessary.

6. For planning purposes, the proposed A-12 pilot nominee pool should include three to four additional A-12 pilots. Past experience has shown that approximately four to five A-12 pilot nominees should enter assessment for each A-12 pilot who ultimately is recruited. Accordingly, approximately fifteen to twenty nominees should be identified against the established prerequisite qualification criteria and programmed to undergo pre-recruitment assessments.

7. It is recommended that:

An A-12 pilot pool as defined herein be established per the following timetable:

a. Not later than 1 September 1963: Through AFICO-S identify A-12 pilot nominees against established criterion and place in "freeze" status.

b. Not later than 1 November 1963: Complete pre-recruitment assessments for A-12 pilot nominees.

c. Not later than 1 December 1963: Re-examine over-all A-12 pilot requirement and recruit additional A-12 pilots as necessary.

8. If additional A-12 pilots are recruited in December 1963, the following training schedule could be implemented:

a. 1 January 1964 to 1 March 1964: F-101 school.

b. 1 March 1964 to 1 April 1964: Civilianization and relocation to Los Angeles area.

c. 1 April 1964 to 15 May 1964: F-101 refueling checkout, pressure suit training, survival training.

d. 15 May 1964 to 1 June 1964: A-12 aircraft ground school.

e. 1 June 1964: Commence A-12 aircraft flight training.



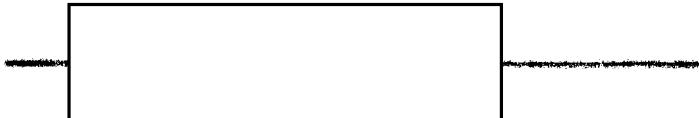
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Chief, Operations Division, OSA

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RECOMMEND APPROVAL:

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Deputy for Field Activities, OSA

The recommendation contained  
in paragraph 7 is approved:

(Signed) Jack C. Ledford 16 AUG 1963

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JACK C. LEDFORD  
Colonel USAF  
Assistant Director  
(Special Activities)

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OXC/OD/OSA [redacted] (8 Aug 63)

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